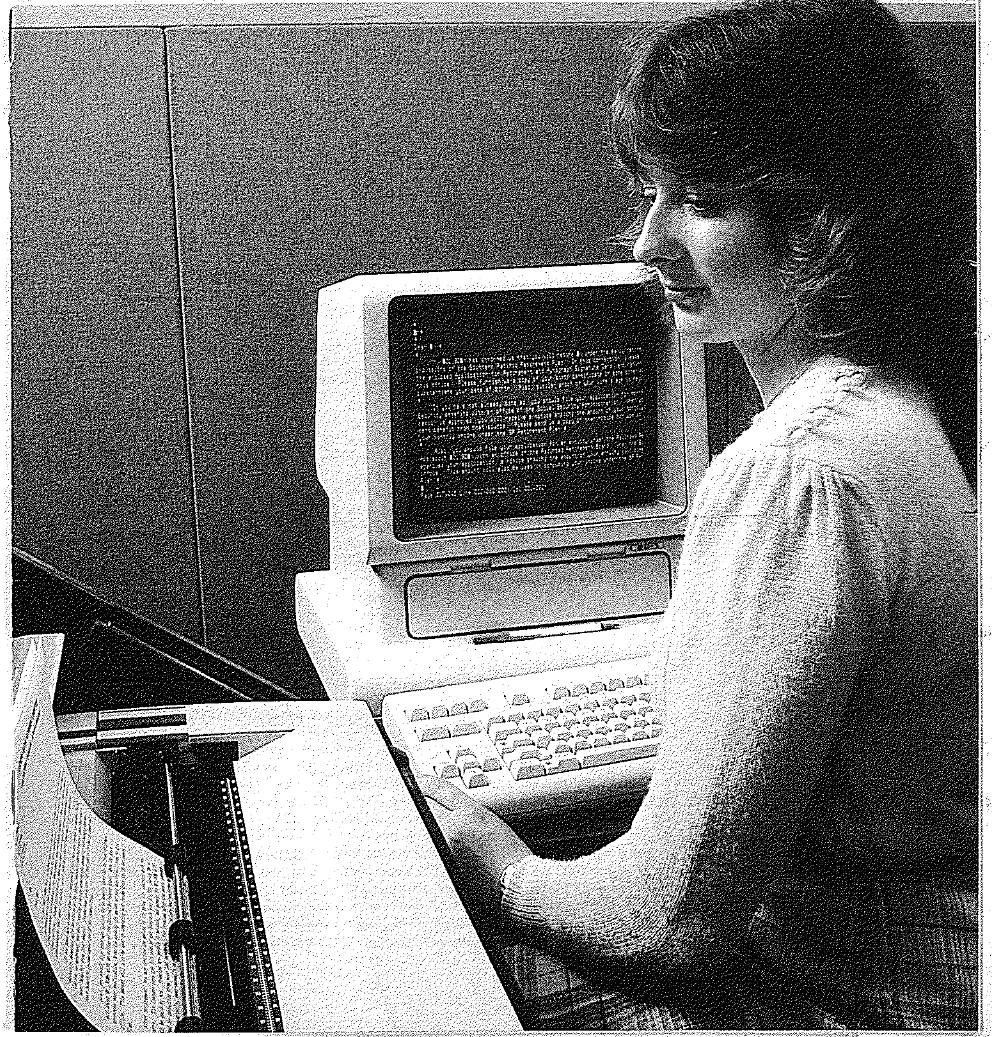
Southern Pacific Bulletin



SOUTHERN PACIFIC BULLETIN
Volume 66, Number 4
May 1982

COVER

Sharon Horn, clerk-stenographer in the Executive Department at San Francisco, uses a word processor to prepare a letter to an employee who is about to retire. Word processing—an innovation that brings the computer's resources to this clerical function—is one example of the computer's new use at SP. For more examples, see story beginning on page 3. Photo: Robert Morris.

ROBERT B. HOPPE
Editor

NATALIA ALLEN
Assistant Editor

EDITORIAL OFFICE
Southern Pacific Building • One Market Plaza
San Francisco, CA 94105 • (415) 541-1656

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News Notes

Coal Moves through California Port: In April SP delivered two unit trains of Colorado coal to the Port of Stockton in Northern California for export to Japan. Each 80-car train hauled 8,000 tons of coal. The coal trains originated on the Denver & Rio Grande Western Railroad in Colorado and were interchanged at Ogden for delivery to the Port of Stockton. SP, which moved two similar trains to the port in November, carried 7.5 million tons of coal last year, totalling nearly 80,000 carloads.

Rail Improvements Set a Record: A total of 477,000 ties and 134 miles of new rail were installed during the first quarter of 1982. It was the best first quarter for rail and tie replacement in SP's history.

Space Shuttle Shifts Its Site: When the landing site for the space shuttle Columbia was shifted from Southern California to New Mexico, it was a job well-suited for the railroad industry. Two trainloads of NASA's specialized ground service equipment vital to the handling of the shuttle and its crew after it landed were quickly and safely transported from Edwards Air Force Base to White Sands Missile Range. The trains originated on the Santa Fe and were interchanged with SP at El Paso for the final leg of the trip to Alamogordo, New Mexico. PMT provided assistance for unloading several intermodal trailers at Alamogordo.

When the equipment was returned to California after Columbia's safe landing, SP was the principal carrier. The two trains traveled over SP's lines from Alamogordo to El Paso and then on to West Colton, where they were interchanged with the Santa Fe for final delivery to Edwards Air Force Base.

Land Acquisition in Texas: SP Industrial Development Co. has purchased 645 acres in South Central Dallas County for development of a fully planned business and industrial park. Plans call for the park to be developed during this decade and preliminary engineering and site planning will begin soon. SP's main line from Dallas to Houston runs along most of the property's western boundary. The park is also located near an interstate highway.

First Quarter Income Dips: SP's 1982 first quarter net income (unaudited) was $2.1 million, or 8¢ a share, compared to net income of $22.9 million, or 85¢ a share for the first quarter of 1981. Operating revenues for the period totalled $799.2 million, up 3 percent from $778.3 million reported in the 1981 first quarter.

SP Chairman B. F. Biaggini said first quarter results, which reflect the current recession, were in line with the company's internal forecast in spite of the unanticipated General Motors' shutdown of two California facilities and expenses related to the clean-up of a chemical spill due to vandalism. Bright spots were the performances by SP Communications, Bankers Leasing and SP Pipe Lines.

Rail operations in the first quarter reported an operating loss of $16.4 million, contrasted to an operating profit of $20.3 million a year ago. Total carloadings were down 13 percent in the quarter, compared to the same period in '81; intermodal traffic was up 37 percent.

Atlantic Crossing: Charles P. Young Co., a Ticor subsidiary, has established a transatlantic computer typesetting link (the Ticomp System) between its New York office and the London office of Williams Lea and Co. Ltd. Both companies are financial printers.

Ticomp is a system of linked computers that allows financial documents to be produced simultaneously in New York, Chicago, Houston, Los Angeles and now London.

Northern California Land Exchange: SP Land Co. and the U. S. Forest Service recently completed two land exchanges involving almost 24,000 acres in Northern California.

SP land in the Shasta-Trinity and Klamath National Forest was exchanged for parcels of equal value near the towns of McCloud and Lewiston in the Shasta-Trinity and Klamath National Forests.

These exchanges allow more efficient land management by eliminating checkerboard ownership patterns and protecting environmentally sensitive areas from commerical use.

WHAT'S on the TUBE?

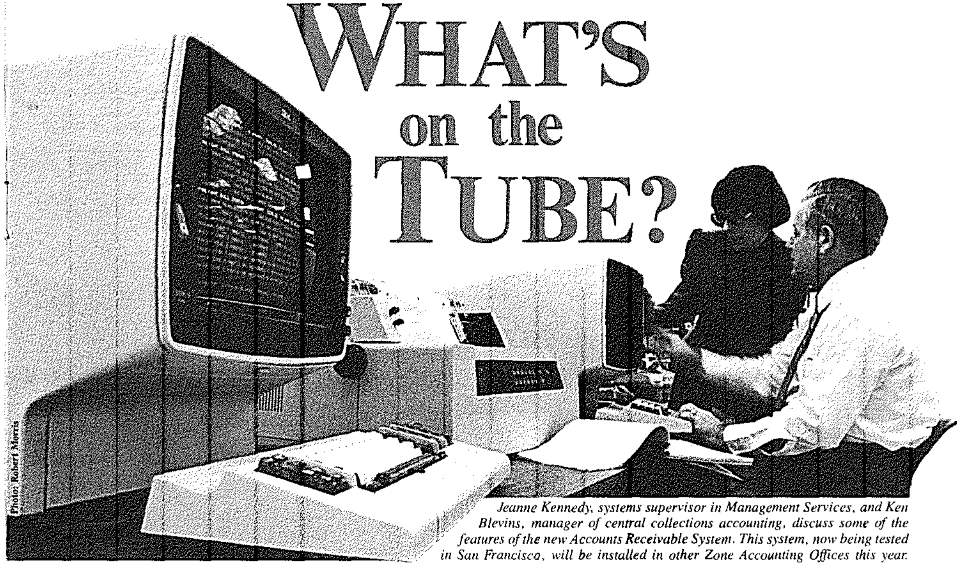

Photo: Robert Morris

Jeanne Kennedy, systems supervisor in Management Services, and Ken Blevins, manager of central collections accounting, discuss some of the features of the new Accounts Receivable System. This system, now being tested in San Francisco, will be installed in other Zone Accounting Offices this year.

When the business world began looking at the "tube"—officially called a Cathode Ray Tube (CRT)—it wasn't looking for entertainment, it was searching for answers.

The introduction of CRTs at Southern Pacific helped bring the computer out of its windowless, temperature-controlled environment and into the railroaders' work-a-day world.

Employees who use CRTs have the resources of sophisticated computer systems at their fingertips. The facts, figures and information that appear on the television-like screens can help run our business, make decisions and plan for the future.

Today, SP's computer systems support railroad operations, analytic studies, inventory and purchasing systems, training programs, word processing and numerous accounting functions—from computing paychecks to preparing departmental budgets. They can create colored graphs, train a clerk to fill out a waybill, or project the effect of higher interest rates on the company's balance sheet.

"The computer is a very valuable tool," says Pete Germany, vice president of Management Services. "It can handle large volumes of work quickly, tackle sophisticated operations and churn out reams of statistical data. Yet we need to think of it as a limited resource. How we use it should be carefully evaluated so that it does the work we want it to do—not just 'crunch numbers' or generate reports. The computer can provide so much information that it may be difficult to find the answer."

Management Services develops and maintains SP's computer systems, as well as the operation of computers. Germany works directly with department heads to select the projects for computerization based on the benefits that can be derived and how they will meet the most important needs of the railroad.

Adapting the work for the computer requires careful analysis before it can be designed and implemented.

"When we undertake a project," Germany notes, "we put together a team composed of representatives from Management Services—who will work on the concept and design of the program—and members of the department who will use the new computer system. Together they thoroughly analyze and define the problem, then agree on needs and objectives before the project begins. Even after the project is completed the process continues. Programs are always being updated, revised, enhanced, improved and expanded. Nothing's static in Management Services. The one truism is: It will change."

Word processing is one of the newest examples of computerization taking place within the General Office. Word processors are "intelligent" typewriters with computer processing capabilities which simplify many tedious tasks. With simple commands, lines can be centered, paragraphs rearranged, words or entire sentences added or deleted, decimal points aligned and margins justified.

As sophisticated as this may sound, Rudi Aron, senior assistant manager in Operating Data Systems, says "This is word processing at its simplest. The system can handle much more advanced tasks. Frequently used paragraphs can be

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Photo: Monte Bailey

Once new systems are developed and tested, employees must be trained in their use. Here Mechanical Department personnel learn the new Car Repair Report System. In the foreground are (left to right): Fred Pratt, manager of AAR Mechanical at San Francisco; James McCarty, quality control supervisor at Roseville; Questin Stirtz, mechanical AAR supervisor at San Francisco, and George Boubel, quality control supervisor at Houston. In the background are Dennis Pike (left), quality control supervisor at Roseville; James Swilling (seated), quality control supervisor at Pine Bluff, and George Hamilton, system supervisor in Management Services at San Francisco.

stored and retrieved by typing a simple instruction. It can organize material either alphabetically or numerically, and in either ascending or descending order. It can select from a stored list only those specific items requested and it communicates with our main frame computers."

When the Traffic Department sent out letters inviting sales representatives to its annual sales conference, the word processor prepared 300 invitations in less than a day. Each one was individually addressed and included a personalized salutation using the representative's first name.

According to Aron, word processors sell themselves. Each department has its own particular use for the system when it's first installed, but it quickly becomes apparent that it can do much more.

The Traffic Department found it well suited for Speed Sheets—the guidelines sent out to shippers advising them of carload commodity costs. Industrial Relations is developing training manuals and computer-assisted training courses. Public Relations uses theirs for writing speeches and preparing press releases.

"We installed the first word processor in 1980," says Aron. "We estimated it would take two years to reach full capacity on that system. In less than a year all the terminal ports were taken up and the demand was great enough to justify adding a second mini-computer to double the capacity. We're about ready to hang up a 'no-vacancy' sign again."

Fifteen departments use word processing at San Francisco. Two mini-computers support 46 terminals located at the General Office and SP's satellite offices in San Francisco.

Getting more use out of a system—such as word processing—than was anticipated is not unusual. Undoubtedly, TOPS (Total Operations Processing System) ranks as the leader at SP for inspiring and supporting additional uses of the computer.

"TOPS and TCC (the Terminal Control Computer) are dynamic systems. They are capable of growing and changing," says Ed Pattillo, manager of operating data systems. "More than 27,000 changes have been incorporated into the original TOPS design and these systems now support more than 600 applications. They continue to respond to the changing needs of the railroad."

TOPS was designed as a control system to aid in the management of railway freight operations. Up-to-the-minute information is available on cars, trains, locomotive availability, intermodal shipments, yard inventories and empty car distribution. TCC keeps track of freight-cars as they move through classification yards.

There are more than 1,900 TOPS and TCC terminals located throughout the system and at off-line sales offices. These systems collect and disseminate data and information which provides an accurate picture of the railroad's operations at all times.

"TOPS is primarily concerned with current information," says John Downing, manager of systems research. "It's not designed to keep old information in its files. Yet historical data can be very useful to many departments. Since TOPS does most of the legwork by collecting the data in the first place, it makes sense to hang onto that information once TOPS no longer needs it."

As TOPS receives new data, it sends the old data to another computer system where it is stored. This data can then be exploited by other computer programs which detect trends, evaluate performance or monitor specific activities.

Photo: Robert Morris

TOPS handles about 127,000 messages each day, while TCC processes another 350,000. The vast amounts of information for these computer systems are stored in disk packs, such as this one being held by Console Operator Tony Geronimo in San Francisco's Data Processing Center. One disk pack can store 300 million characters. TCC has a 3.7 billion character storage capacity; TOPS has room for 5.9 billion characters.

When TOPS gathers the information on a waybill (where the shipment originates, its destination, the names of the companies sending and receiving the shipment, a description of the shipment and the amount charged for the transportation service) the data is used in many ways.

The Daily Position Report uses this data to report the amount of revenue generated on our system for each day, each sales region's performance, and what type of traffic moves over specific corridors.

The Waybill/Freight Bill system also uses such information to perform accounting functions. Gary Borrelli, assistant manager of waybills-revenue and traffic accounting, explains it this way: "TOPS was originally designed to get its car movement information from the waybill. When we enhanced the original system to include all of the information contained on the customer's bill of lading, we were then in a position to mechanically produce the freight bill. Now the new Accounts Receivable System, which is being installed in the San Francisco Zone Accounting Office, will be used to credit shipper's payments against the outstanding bills in their accounts."

The new Accounts Receivable System permits a clerk to identify a shipper's payment using the number from a freight bill, or the waybill or freight car number. If none of those are referenced, the clerk can review the outstanding freight bills in the shipper's account to identify and credit the payment. All of this can be accomplished using the CRT. In the past, if a shipper did not identify his payment with the freight bill number, the clerk had to search through various files to match up the payment. It was a tedious, sometimes time consuming process.

By the end of the year, Zone Accounting Offices at Eugene, Los Angeles, Houston, and San Francisco will be using the new Accounts Receivable System.

With the installation of TOPS, TCC and the Waybill/Freight Bill system, CRTs are becoming familiar sights to yard office and agency personnel.

Waybill information, for example, is entered into the computer by following a format—a video worksheet—that appears on the screen. The format can be completed by simply "filling in the blanks."

The format is helpful because it prompts the clerk for the information that is needed. It can also edit the material as it is entered, pointing out errors that are not logical (for instance, if too many digits have been entered for a car number).

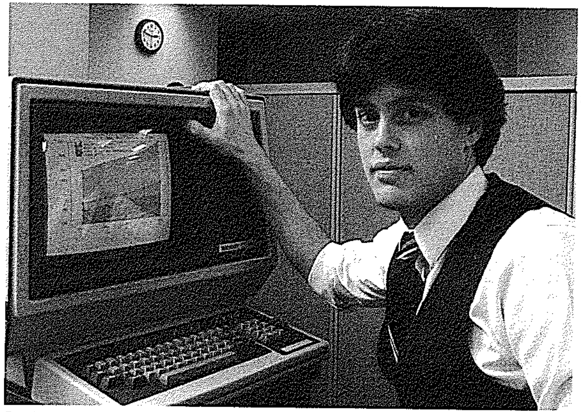


Photo: Robert Morris

Dan Murphy, systems analyst in Analytic Services, creates colorful graphs using this CRT. Statistical information is easier to understand when it is translated into pie charts, line graphs or histograms (bar graphs) using an array of colors.

In general, information gathered by the CRTs is more accurate and complete—factors that greatly expedite the handling of shipments, billing and payments.

The information from TOPS, Waybill/Freight Bill system and TCC are useful to many other reports.

How profitable is the traffic SP carries? The Rail Profit Measurement System (RPMS) helps answer that question by analyzing and evaluating operating costs.

RPMS is used to compare rail costs with revenues and provides an on-going review of existing traffic profitability and its contribution to overhead and profit.

RPMS gathers its information from the waybill and car movement information of TOPS. It builds up a historical library of information composed of actual car movement descriptions, applied costs and revenue (where applicable) for all loaded and empty movements on the SP/SSW system.

One report generated by RPMS—the Traffic Rate Analysis Report—is used by Pricing to to obtain estimated cost and revenue for any hypothetical trip and to estimate the effect of proposed rate changes or costs.

Another report provided by RPMS—Rail Contribution Summary—indicates profitability of various traffic segments by car group or commodity.

The Car Activity System (CAS) helps improve the utilization and distribution of SP's fleet of nearly 77,000 freight cars. The movement of cars—either loaded or empty—are reported through TOPS. CAS takes this information, reprocesses it so the movements are defined as trips, or cycles. This provides insight into the use and general performance of the railcar fleet.

If you want to examine how a railcar spends its time from its origin to its destination, CAS provides an hour-by-hour account of the car's status during the entire trip. Eighteen categories—such as "in shipper's possession," "gathering service," "time in terminal," or "in trains"—defines the activity of the car throughout the trip.

CAS also provides the Marketing Department's Service Planning Group with the Service Performance Weekly Summary Report. It evaluates our service to shippers. SP's current ad campaign, "Dock-to-Document" relies upon this report to prove its point about our reliable dock-to-dock performance.

"Reports like these help us focus on freight car utilization, for example," notes Downing. "With freight cars costing somewhere in the neighborhood of $30,000 to $40,000 each, you can see how better utilization would reduce the amount of equipment needed and substantially reduce costs."

While SP depends on computers to handle more of its day-to-day operations, it also employs the computer to evaluate "what if" situations and to predict the corporation's future.

Roy Carlson, manager of analytic services, heads up an area which uses quantitative techniques to investigate complex business and industrial problems.

Analytic Services develops computer models which simulate real-life operations. Mathematical equations are used to express relationships between variables and to extrapolate likely outcomes. The "answers" provide management with additional information to help them in their decision making.

"We developed a model for capacity planning for the Operating Department," Carlson says. "It can assign horsepower to a train on a minimum cost basis given certain constraints, such as desired train schedules and balancing of horsepower." For easy evaluation the results of this model are displayed graphically.

Analytic Services has also developed models for corporate financial planning.

What will SP's balance sheet look like in the future if today's inflation and high interest rates continue? Such economic implications can be exposed through the Corporate Planning System. This computer model generates financial statements for a 16-year planning horizon. Reports show net income, cash flow and take into consideration debt interest, depreciation, federal income taxes and other elements of financial planning. The hypothetical answers depict the consequences and trade-offs involved in the various choices.

Other examples of the computer's power to help plan and predict for the company are:

- *Terminal Management Information System (TMIS):* Developed with the Operating Department, TMIS analyzes car and terminal activity and evaluates terminal performance in terms of goals and costs.
- *Securities Management System:* This interactive system assists the Treasury Department in managing the corporate portfolio by analyzing securities which have been proposed for trading.
- *Financing Decision Calculator:* The financial and economic impact of alternative methods of financing equipment purchases can be quickly assessed using this model.
- *Capital Investment Analysis System:* The financial worth of possible investments is evaluated through discounted cash flow analysis and the computation of various returns-on-investment.
- *Train Performance Calculator (TPC):* This simulates the operation of one or more trains between two locations on the railroad. The train's tonnage and power and the track conditions can be varied. This has been used to study the effect of slow orders on fuel consumption, the relationship between running time and fuel consumption at different horsepower per trailing ton levels, and the effect of municipal speed ordinances on fuel consumption and the increase of running time.
- *Monthly Budgeting System:* This time-sharing model assists the Treasury Department with the annual corporate budget and its quarterly revisions made to it.

As a tool for information, the computer holds a respected place in the business world. CRTs give us up-to-the-minute information; computer printouts provide statistical data for a day, week, month or years.

"We're not suffering from a lack of information," notes Germany. "The two laser printers in the computer room generate more than one million feet of reports each month. Is all this information needed? As a resource, are we using computers to benefit the company in the best way possible? These are questions we constantly ask ourselves. We have to review and analyze the computer's use so that it gives us the information we *need* in our jobs and not reports that gather dust on desks. However, there is no doubt in my mind that the computer is essential to SP achievements, both today and in the future." □

Photo: Robert Morris

Donna Tims, assistant manager-central collections accounting, checks a printout while Senior Systems Analyst Andy Lee (left) and Accounting Manager-System Tom Pipp review features of the new Accounts Receivable System.

Company's Computer Leader Retires

J. W. "Pete" Germany, vice president-management services, retires at the end of this month after 41 years of service.

In addition to charting the course for SP's first computer systems that tackled the complex needs of the railroad, Germany has overseen the development of other computer applications used by management to assist decision making for the Transportation Company as well as other subsidiaries. Today, Management Services' five areas—operating data systems, operating field services, data processing, systems research and analytic services—are an essential part of SP's operations.

Germany joined Southern Pacific in 1941 at Ennis, Texas. After serving briefly as a yard clerk, station clerk, telegrapher and train dispatcher, he joined the Air Force as a combat pilot. He rejoined SP in 1946 and served as a trainmaster at various Texas locations for the next 14 years. He was named senior assistant division superintendent at Houston in 1960.

Four years later, he was named assistant general manager at San Francisco and in 1965 was promoted to manager of specialized operations to pioneer development of the railroad's Total Operations Processing System (TOPS). His efforts were recognized in 1972 by *Modern Railroads* magazine when he was named its man of the year. Germany was appointed general manager-system management services in 1967 and was named vice president in 1972. □

A Tale of Two Teachers

When Joe Giusti and Al Chisholm first hired on with SP back in the '40s, neither had any idea they'd become experts responsible for teaching others about the railroad. But to their surprise, they're educators now, and they like it.

Chisholm, who is in charge of the three-year-old SP Maintenance of Way Training Facility at Stockton, Calif., says, "It's great to be able to tell other people about your experiences."

And Giusti says, "It's gratifying to teach in a college setting. When I talk, the students really listen!"

Giusti's full-time job is as a material expediter for SP, but part-time he works for Sierra College at Roseville, Calif., with a unique combined apprenticeship and associate of arts degree program. Through Sierra College, students who earn 24 credits in R.E.M. (railroad equipment maintenance) and 36 credits in regular college classes qualify for an AA degree. The railroad classes are listed in Sierra College publications with titles like R.E.M. 52-Introduction to Air Brake Systems and R.E.M. 70-Locomotive Electrical Modules. Nineteen different classes are offered, although each one may not be scheduled every semester.

Giusti, who worked as a machinist for more than 25 years, once taught only SP apprentices. Now his classes also include rail buffs and people from other railroads.

All Sierra College's R.E.M. instructors are active or retired SP journeymen; they teach part-time at both the former Southern Pacific hospital in Roseville and on their job sites, with SP's cooperation. Giusti is teaching only one course this semester—one four-hour class a week. He will retire from SP this month and would love to keep on teaching.

Now a full-time instructor and supervisor of the Maintenance of Way Department's training facility at Stockton, Al Chisholm came to work for the Northwestern Pacific (NWP) in Bridges and Buildings in 1949. He's worked as carpenter, oiler, rodman, engineer inspector, assistant bridges and building supervisor and building and bridges supervisor. "I've come up through the ranks," he says. "I've been around the railroad all my life."

One of the things he likes best about the training facility (which has as its students department managers from all over the system with titles like district manager, area engineer, signal supervisor, etc.) is the balance you see in the classes between experience and education.

At Stockton, four instructors, including Chisholm, each teach a five-week course in their own specialties to half the students in a 10-week program. After the midterm, the instructors trade students. Each class lasts half a day.

Ike Peterson is the school's expert on track, with special responsibility for safety. Bill Brown is the track geometry specialist. Curtis Lee concentrates on the elements of railroad signal and electrical systems, and Chisholm lectures on bridges, buildings and environmental concerns. In addition, speakers from the general office and other departments frequently contribute to the curriculum. Bob Montgomery, the school's secretary, keeps the office running smoothly and makes sure everyone gets his diploma at the end of the course.

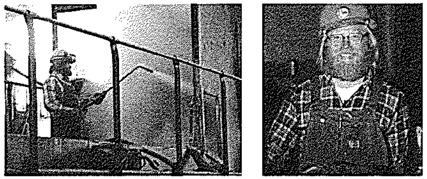
Both Giusti and Chisholm have been at their respective teaching assignments for about three years, and both estimate that they've taught about 300 students. Between them they have about 75 years of railroad experience, experience that is being shared. □

At Stockton, Instructor Al Chisholm (right) shows Richard Hoover the damage the marine borer (found in both Pacific and Gulf of Mexico waters) can do to railroad bridge pilings made of wood. Hoover is district manager of the gravity yard at Pine Bluff, Ark.

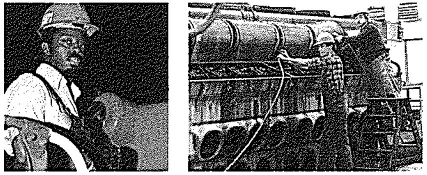
Photo: Gary Pulman

Roseville Machinist Al Giusti (right) explains the gear train on a diesel engine to students.

Left: Asst. Plant Manager Rick Havranek (left) and Plant Manager Henry Cates. ***Right:*** *Electrician Bob Sindle*



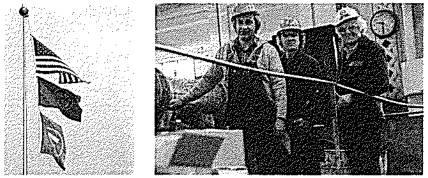
Left: Laborer Ralph Maestas. ***Right:*** *Machinist Allen Hackwell.*



Left: Laborer Arthur Reid. ***Right:*** *Machinist Apprentice Fortino Rodriguez (left) and Pipefitter George Bauer.*

On the service track, a consist is prepared for the road as the rain pours down. Raising the door is Pipefitter Larry Larsen; in the cab is Machinist Duane Gibson and walking the train is Electrician Vern Goodman.

Left: Boilermaker James Lee. ***Right:*** *Pipefitter Charles Beaman.*



Left: Ogden's three flags. ***Right:*** *(Left to right) Machinists Clint Hardy and Eddie Day with Supervisor Hugo Mueller.*

Left: Machinists Kent Widdison (left) and James Scadden, Jr. ***Right:*** *Head Steno Clerk Lori Heninger.*

Nobody Does It Better

Ogden's Running Locomotive Maintenance Plant Wins The Mechanical Department's First Place Banner for 1981

In spite of a six-month winter and a physical plant built in 1907, the people staffing the Ogden (Utah) running locomotive maintenance plant did an outstanding job of providing reliable locomotive power for the historic and rugged Overland route in 1981.

Because of their fine job, Ogden today flies the coveted blue satin banner signifying first place in the Mechanical Department's third annual competition among all nine running locomotive maintenance plants.

With about 200 people, the plant is of average size for the system: smaller than Roseville, Los Angeles, Sacramento and Houston, but about the same size or a little larger than Pine Bluff, San Antonio, Eugene or Tucson.

Ogden people maintain seven switch locomotives and service power on 16 trains a day. Some of the trains are through trains, so both Union Pacific and Denver and Rio Grande power are serviced at the Ogden yard. Almost 12 million gallons of diesel fuel are pumped each year to keep these trains on the move.

Electricians, sheetmetal workers, machinists, boilermakers, laborers and apprentices work around the clock to complete about 16 M30s a month. The M30 is the Mechanical Department's most comprehensive maintenance completed away from the Sacramento Locomotive Works. It involves installing rebuilt alternators, turbos, and assemblies; repairing trucks as needed; rewiring; cleaning and painting.

Although all running locomotive maintenance plants do similar kinds of work, procedures vary from plant to plant. Plant Manager Henry Cates credits Ogden's 1981 successes to people working smarter; he is proud of the Ogden way.

Most important to productivity, perhaps, is the streamlining of M30 work. Teams at nine stations where standard, specific work is done, move locomotives being serviced through the plant from station to station. Individuals on the teams can trade off responsibilities, but the team's responsibilities do not vary. Thanks to this combination of flexibility and repetition, the team has the chance to learn how to do the work the best way.

Specialists also make a big contribution. Skilled machinists have reduced to about four hours the amount of time it takes to line a generator to an engine and bolt it to the locomotive car body. This is down from as many as 36 hours in some instances.

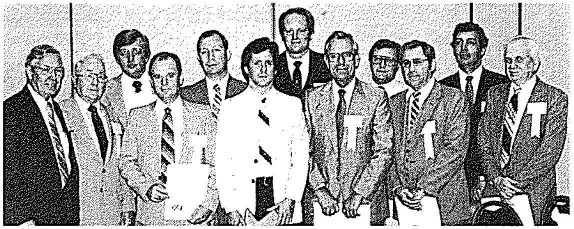
A third example of the Ogden way: a steel elaboration of the old-fashioned wooden carpenter's horse has been put to work holding locomotive trucks while they're being repaired. (A locomotive truck is the assemby which bears the weight of a locomotive). The "work horse" is free standing, and it allows many mechanics to work without getting in each other's way and without stooping under machinery.

These commonsense arrangements of work required imagination, flexibility and a cooperative spirit, and that's what you find at Ogden.

To celebrate this spirit, and the winning of the blue banner, the Ogden crew recently gathered for a victory dinner-dance. Once again showing that flexible and cooperative spirit, they found a band able to please 450 people of varying ages and musical tastes. ☐

Around the System

Photo: Tony Aleman



SP, Cotton Belt Safety Achievements Recognized

The San Antonio Division received an Award of Honor at the 1982 Texas/Southwestern Safety Conference that was held in Dallas in March. Certificates of Merit were also presented to 14 other districts, regions or facilities. Jim Bearden, assistant manager-employee safety at Houston, introduced the award winners. Bearden is vice president of the railroad transportation section of the Texas Safety Association.

SP and Cotton Belt representatives on hand to receive the awards were (left to right): **Roy McWhirter,** San Antonio Division Superintendent; **F. M. Appelt,** retired plant manager at Houston's Heavy Car Plant; **W. C. Burg, Jr.,** safety officer at Houston; **K. R. Nichols,** terminal superintendent at Victoria; **Bob Huff,** trainmaster at Austin; **Doug Smith,** locomotive engineer at San Antonio; **D. G. Ellis,** trainmaster at Sanderson; **N. J. "Smokey" Stoever,** safety officer at San Antonio; **Bill Weeks,** safety officer at Pine Bluff; **Richard Jordan,** terminal superintendent at Strang; **Ken Jacobs,** trainmaster at San Antonio; and **Jim O'Connor,** general foreman at San Antonio's locomotive running maintenance plant.

Doug Smith became the first locomotive engineer to receive the Outstanding Service to Safety Award for his work with the "Operation Lifesaver" campaign in Texas (see related story on page 12). ☐

Texas Shipper Uses New Tank Cars

One of the more interesting concepts in transportation being handled by Southern Pacific is the TankTrain®: two or more tank cars connected by hoses to carry the product from one car to the next.

Mobay Chemical Corp., one of SP's shippers at Baytown, Texas (near Houston), has started using three and four-car TankTrains in service between Baytown and New Martinsville, West Virginia, and between Pascagoula, Miss. and Baytown. The cars for New Martinsville move via SP's St. Louis gateway; cars for Pascagoula move through the New Orleans gateway.

Each car in a TankTrain is equipped with an elbow pipe that allows the liquid commodity to flow from one car to the next. By pumping the commodity into one car, all cars can be loaded. A probe at the last car tells the operator when all the cars are full. One person can load the cars and monitor the system. Most of the cars have a 23,000 gallon capacity.

Mobay plans to have 22 tank cars of this variety for use in six three-car TankTrains and one four-car TankTrain for use between Baytown and its locations in New Martinsville and Pascagoula. The tank cars are manufactured by General American Transportation Corp. (GATX). ☐

Conference at California State Railroad Museum Features SP Historian, Engineer of 4449

Richard Orsi and Doyle McCormack will be among the featured speakers during a weekend conference on Western Railroading.

Orsi, a professor of history at California State University, Hayward, is researching the first volume of a two-volume history of Southern Pacific. His book will cover the company's history until about 1915. McCormack, a locomotive engineer at Portland, helped restore SP steam locomotive 4449 for use as the American Freedom Train during the Bicentennial. He then served as its engineer for two years. Last year, he was the engineer for the 4449 during its trip to the opening of the California State Railroad Museum.

The conference, presented by University of California Extension, Berkeley, will be held June 5 and 6 at the California State Railroad Museum in Sacramento. The program will feature a private behind-the-scenes tour of the museum, illustrated talks by a number of authorities including historians and museum staff members, and an evening of old and new films from the museum archives. Registration fee for the conference is $80. For more information, contact Railroading Conference, Attn. Lucinda Merritt, University of California Extension, 2223 Fulton St., Berkeley, Calif. 94720. ☐

Photo: Roy Kirkley

Representatives from Mobay Chemical Corp. and SP view the TankTrain at Baytown, Texas. The pipe at the top right of the photo is used to connect the tank cars for loading two or more simultaneously.

Photo: Monte Bailey

Board Visits Sacramento

Sacramento Locomotive Works General Foreman Charlie Jamieson (left) shows Harold J. Haynes (center) and Edmund W. Littlefield (right), members of SP's Board of Directors, around his facility's engine rebuild area. In the foreground is one end of a locomotive crank shaft. The Board of Directors toured the Sacramento Locomotive Works following their March meeting. ☐

PMT Announces Top Sales Representative

Tommy J. Poindexter has been selected as the outstanding sales representative for The PMT System in 1981.

Poindexter, city sales manager at Houston, was awarded the 1981 President's Cup (the company's top sales award) for his successful performance which exceeded all others from PMT's five sales regions.

Poindexter joined PMT three years ago in Lafayette, Louisiana. ☐

Bulletin Board

Henry Ortiz, public relations manager-central district, has been elected president of the San Francisco Bay Area Chapter of the Public Relations Society of America.

Californians Tough Out the Winter

By April, the winter of 1982 seemed as though it might go on forever to many Northern Californians.

Wind and snow ravaged the Sierra Nevada in late March and early April. During one six-day period, 195 inches of snow fell at Norden, Calif., SP's center for snow removal. Rail traffic was halted on the Overland route for four days, as 200 railroaders battled to clear the tracks. Highway traffic was also stopped for four days, and there were murderous avalanches and emergency evacuations throughout the Sierra.

"This is the worst winter I've seen since 1952, when the passenger train *The City of San Francisco* was trapped in the mountains," commented Operating Department General Manager Charlie Babers, who spent several days at Norden with the emergency force. "The Sacramento Division and Overland Maintenance of Way Region did a heroic job. They've fought snows for years, of course, but this year was a real test. They were out there keeping switches and track clear, working in the cold, snow, wind and dark."

As soon as the seriousness of the unusual spring storm was apparent, Norden became the command post for emergency operations, staffed with people to whom 18- and 20-hour days were to become a habit. Asst. Superintendent Marvin Wells and Trainmaster Rick Peterson spent long hours administering the operation, including arranging room and board for the 200-strong emergency force.

Regional Engineer Bill Lynch said later, "All the people up there worked like the devil. They forgot about going to bed. I've never seen people work as hard in 18 years of snow seasons."

Signal Supervisor Roy Cross and his three-man signal gang worked around the clock to keep all of the signals clear for the entire duration of the storm.

Every kind of snow removal equipment SP has was put into service: spreaders, flangers and rotary snow plows. The severity of the winter is indicated by the use of rotaries; sometimes years go by without their being needed.

Jim Mahon and John Deis, regional maintenance of way managers, were in charge of the two rotary plow units, while Truckee District MofW Manager Charlie Drinnon and Colfax District MofW Manager Ray Chavez were in charge of gangs cleaning switches and observing snow conditions for avalanche protection as well as assisting with spreader operations.

"This is the first time ever that 195 inches of snow fell in one storm," said Babers.

"I hope this will turn out to be a once in a lifetime experience," Sacramento Division Superintendent Ken Moore commented.

And Lynch said, "What I think of last April's storm is unprintable. But I will say that I'm not a winter sport enthusiast, nor likely to become one. Whenever the skiers complain about no snow, I just grin all over." ☐

All Out Effort to Contain Chemical Spill

A force of about 200, mostly SP employees, worked in the rain around the clock for four days in a cooperative effort under the guidance of state, county and local agencies to contain formaldehyde-contaminated water at Ukiah in Northern California.

The situation was caused when a tank car of formaldehyde being shipped on the Northwestern Pacific Railroad was broken into and emptied by a vandal as it sat on a siding. This created a major engineering and transportation project, which cost SP over $3 million.

The battle by the railroad and governmental agencies to contain and clean-up the formaldehyde contamination was made more difficult by heavy runoff from continuing rain storms. SP put into service:

- Four trains running continuously to haul contaminated water from Ukiah to a hazardous dump site at Martinez.
- More than 50 railroad tank cars.
- 68 tank trucks.
- Thousands of feet of pipeline.
- A variety of heavy equipment, such as backhoes, graders and forklifts.
- Special arrangements for feeding and boarding the emergency workers.

SP placed a message to the residents of Sonoma and Mendocino counties in several local newspapers commending "the men and women who worked long, hard hours in the rain and cold in this major effort." ☐

Red Cross Praises SP

SP was recently commended by the American Red Cross for its assistance to a Northern California county.

Thirty-two thousand gallons of drinkable water were shipped to Santa Cruz county via SP lines in tank cars loaned by the C and H Sugar Company. Heavy rains, mud slides and floods contaminated the county's water supply during a severe storm in January. ☐

Helping Drivers Make the Grade

Think about hurtling toward the ground with a parachute that fails to open. Or hearing the iceberg crunch against the ship's hull. These two experiences of helplessness in a crisis are like being on the head end of a locomotive and watching a school bus or a truck with flammable cargo race the train to a crossing, or worse, stall on the tracks. Knowing they can't stop strains the nerves of locomotive engineers.

Every locomotive engineer and head brakeman can tell you about near misses, and unfortunately, some can tell you about bad collisions. Sometimes these frightening experiences inspire them to get involved. When railroaders emphasize the importance of grade crossing safety in a very personal way, their message is remembered, and lives are saved.

Three SP locomotive engineers in Texas are speaking out in their communities on the importance of safe driving habits near grade crossings. With about 15,000 public railroad grade crossings, Texas has more crossings than any other state. In 1980, there were over 1,500 car-train accidents—not to mention even greater numbers of heart-stopping near misses.

The average 6,000 ton freight train traveling 60 mph needs more than a mile to stop.

Photo: Ravi Arya

Texas Locomotive Engineers Doug Smith (above) and Rodney Stutes (at right) are promoting grade crossing safety. Smith recently was honored with a special award from the Texas Safety Association for his efforts.

The public grade crossings near oil industry facilities in the San Antonio Division are the special concern of Locomotive Engineer Doug Smith. He volunteers his time to speak as one professional to another to the area's drivers of trucks with flammable cargo.

Last August, after securing the support of Superintendent R. G. McWhirter, Smith organized a one-man community education blitz. He contacted 37 companies and 45 independent drivers involved in transportation of flammable materials, giving out information on basic flagging and applicable federal safety regulations. He also gave out safety literature to another 65 oil-related companies and spoke to city governments, law enforcement officials and newspapers.

Smith doesn't mince words when he's out talking to the public. "There were 89 fatalities at grade crossings in Texas in 1980," he says, "and in almost all cases, the driver failed to exercise due care." Smith believes in the "three E's" of grade crossing safety: engineering, education and enforcement. Right now, he handles education, encourages the police to enforce the laws and hopes engineers will devise an in-car sensor that stops drivers from going on the tracks when trains are coming.

Rodney Stutes, who runs a switch engine at Houston's Englewood Yard, and Dave Shelton, who works the engineer's extra board in Houston, are involved with a different high risk group.

They recently began speaking to driver education classes in the Houston area. They also show a film on grade crossing safety, give out literature and answer questions of beginning drivers, electrifying the kids with tales from their own experiences.

In the last week of February alone, they went to three different high schools. Stutes estimates that they've spoken to over 1,000 students.

Stutes and Shelton believe in influencing youngsters while they're learning to drive. They appreciate the opportunity schools allow them to speak and the support they have received from Asst. Manager Employee Safety J. P. Bearden, Houston Division Superintendent, D. L. Andreason and Asst. General Manager R. D. Bredenberg.

All three of these Texas locomotive engineers found that Operation Lifesaver literature was a big help to them in their crusades to make the rails and the highways safer places to be.

Through Operation Lifesaver programs, railroads, state railroad associations, railroad labor, state government, law enforcement officials, educators and civic groups join to promote safe driving habits at rail crossings. In SP territory, Oregon, California, Arizona, New Mexico, Texas, Arkansas, Oklahoma, Missouri, Illinois, Louisiana and Tennessee support concerned individuals like Shelton, Stutes and Smith with Operation Lifesaver literature and publicity.

Concerned railroaders also live outside these states. Wayne Hubbard, head brakeman on the Kansas City Division, recently spoke out on grade crossing safety after watching as a school bus ignored both a stop sign and a cross buck sign to rush across a grade crossing near McPherson, Kan.

He spoke for many railroaders when he wrote the editor of the McPherson *Sentinel:* "Two things that scare me most while working on trains are school buses and gas transports just making it over the crossings ahead of us. Please, drivers, stop at railroad signs . . . Drivers, don't risk your lives or the children's for a couple of minutes of time . . ."

Hubbard will welcome Operation Lifesaver's support when it comes to Kansas later this year. ☐

People

If someone you know at work is an energetic volunteer, actively participates in community affairs, or pursues an interesting avocation, send a few details to the Editor, SP Bulletin, One Market Plaza, San Francisco, CA 94105.

Match This Collection If You Can

Retired Locomotive Engineer Walter Johnson of La Selva Beach, Calif. doesn't remember what sparked his interest in matchbooks, but he's been collecting them ever since he was a teenager.

That's over a half century of collecting, and today he has about 600,000 matchbook covers and 40,000 matchboxes.

"When I went to work for SP (as a fireman in 1929), we ate in restaurants up and down the West Coast," he says. "They all had matches."

Today, he is in constant contact with sympathizers in foreign countries and across the nation who send him samples for free. He also trades with other collectors. He has a set of Japanese covers depicting the roles of the geisha in Japanese society, another set showing the 12 tribes of ancient Israel and 12 matchbook covers put out by SP over the years.

He has collected matchbook cover souvenirs from cities and towns all over California and from hotels and businesses throughout the world, including one from every Hilton Hotel in existence. The entire collection is carefully catalogued; recently it was on display at the library in Aptos, Calif.

A real activist, Johnson was one of the five founding members of the San Jose Civic Light Opera. He has appeared in all but one of the local college's musical productions.

Where does he get all the energy? Maybe he's got it because he's a nonsmoker and always has been. All those years of picking up matches, and he never picked up smoking. ☐

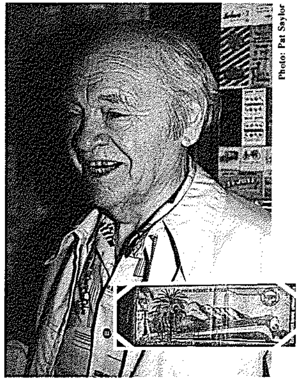


Photo: Pat Saylor

Walter Johnson's collection includes samples of railroad matchbook covers.

Miniaturist Trims World Down to Size

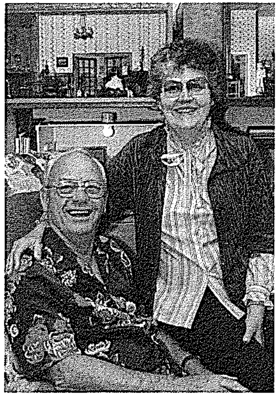


Photo: Clyde Dodgen

D. L. and Anna Simmons with one of their miniatures.

Miniaturists recreate the world in small, usually on a scale of one inch to one foot. D. L. (Simmy) Simmons, retired crew dispatcher and roundhouse clerk at West Colton, has been a miniature enthusiast for about 13 years, ever since he and his wife visited a miniature display in Victoria, British Columbia, Canada.

"I like to create old-fashioned kinds of things that show how we used to live," says Simmons. Of all the miniatures he and his wife have created, their two favorites are an old country store and an ice cream parlor. The country store is modeled after one Simmons' grandfather owned a long time ago in West Texas, while the ice cream parlor—with its black and white checkered floor, pink and white wallpaper and ice cream bar—is like one he frequented as a child.

Working with a special microlathe, Simmons has also created a three-story house, a Christmas room, a music room, a toy shop, a nursery and a 1930 kitchen complete with a Maytag washing machine. His wife, Anna, serves as interior designer, seamstress and wallpaperer. From painted bread dough, she creates many of the miniatures' artifacts, items like the stalk of bananas in the country store.

Besides the things they make, they furnish their miniatures with commercially available items like tiny crystal chandeliers, mini furniture and even down-sized bricks. The Simmons attend at least one convention of miniaturists a year to buy the things they can't make themselves, and this year they're traveling as far as England on the hunt for artifacts and inspiration.

"There's a bit of the child in all of us," says Mrs. Simmons, "and as you get older, it's nice to be able to have the things you couldn't afford as a child." ☐

Management Moves

Spaulding

Holder

Ormerod

SP Communications

David A. Spaulding has joined Southern Pacific Communications Company as vice president, engineering. He will be responsible for all of the telecommunication company's engineering and construction activities.

Most recently as director of engineering of TRW-Vidar, Spaulding was instrumental in the development of TRW's digital transmission and switching equipment for sale to American telephone operating companies. Spaulding has also worked in research and development for Bell Laboratories.

Spaulding earned his bachelor's degree at Dartmouth College and went on to receive M.S.E.E. and Ph.D. degrees from Stanford University.

In his new SPCC position, Spaulding will be in charge of the departments of transmission systems engineering and planning, switch systems engineering and planning, facility engineering and construction, and advanced development. ☐

SP Pipe Lines

Dale D. Holder has been appointed assistant to the president in the executive department of Southern Pacific Pipe Lines, Inc. (SPPL), headquartered in Los Angeles.

In the new position, Holder will assist SPPL President Byron K. Smith in all matters affecting the management and operation of the company.

Holder has held a number of key positions with Southern Pacific Pipe Lines, most recently general superintendent. He joined SPPL as an engineer in 1968 after two years in the U.S. Army. Holder earned a degree in mechanical engineering from the University of Texas in 1965 and a master of business administration from the University of Southern California in 1972. ☐

Public Relations

James D. Ormerod has been appointed public representative in Southern California with offices at Los Angeles.

A Chicago native, he received a bachelor's degree in journalism from Drake University, Des Moines, Iowa. He has worked in Chicago and Los Angeles as a public relations representative for the Santa Fe Railway. ☐

Appointments

ACCOUNTING DEPARTMENT: At San Francisco: **W. R. Hurtt** *to manager, payroll accounting;* **Mrs. K. L. Pontes** *to asst. to manager, payroll accounting;* **Mrs. H. L. Rainey** *to manager, disbursements.*

LAW DEPARTMENT: Ms. A.J. Worthy *to administrative asst. to Vice President and General Counsel.*

PURCHASES & MATERIALS DEPARTMENT: At Houston: **T. K. Gilruth** *to manager, purchasing and services;* at Los Angeles: **H. E. Palmer** *to asst. manager, purchasing and services;* at Pine Bluff: **E. C. Raines** *to manager, purchasing and services.*

TRAFFIC DEPARTMENT: ***Freight Claims:*** At San Francisco: **K. F. Courtz** *to asst. manager, freight claims;* **B. W. MacDonald** *to asst. to general manager, freight claims;* **M. A. McGourty** *to asst. manager, freight claims.*

Marketing: At San Francisco: **W. C. Breslin** *to manager, backhaul coordination;* **T. R. Foster** *to product manager (boxcars);* **M. R. Whitlock** *to asst. manager, equipment utilization;* **H. C. Wong** *to asst. product manager.*

Sales: At San Francisco: **B. P Bair** *to general manager national accounts—perishables;* **C. G. Boyvin** *to senior sales analyst;* **P. R. Donahue** *to sales analyst;* at Anaheim: **Ms. L. A. Connolly** *to sales representative;* at Atlanta: **C. H. Autry** *to sr. sales representative;* **C. E. Spain** *to district sales manager;* **R. B. Sullivan** *to account executive;* at Birmingham: **C. K. Hall** *to account executive;* at City of Industry: **E. W. Macaulay** *to sales representative;* at Corpus Christi: **W. E. Perriraz** *to account executive;* at Dallas: **N. M. Kuehner** *to district sales manager;* **J. L. Null** *to sales representative;* at Houston; **L. D. Brobst** *to account executive;* **A. J. Galindo** *to sr. sales representative;* **J. T. Moye** *to regional manager-intermodal sales;* at Beaumont: **H. L. Shockley** *to district sales manager;* at New Orleans: **J. E. Brewer** *to district sales manager;* at New York: **T. M. Byank** *to account executive;* **D. G. Campbell** *to sales representative;* **W. R. Eilbracht** *to territory sales manager;* **R. M. Lamsback** *to sr. sales representative;* **R. V. Rodino** *to sr. sales representative;* at Phoenix: **K. E. Clayton** *to sr. sales representative.*

COTTON BELT: At Houston: **Ms. J. A. Steele** *to asst. manager tariffs and special projects.*

SP PIPE LINES: At Los Angeles: **D. D. Holder** *to asst. to president-Executive Department.*

New Citizen

Rosemary Cheer, secretary in the Natural Resources Dept. of SP Land Co. at San Francisco, became a U.S. citizen in March. A native of Fuji, she has lived in the United States for the past 15 years and has worked for SP since 1979. Two other naturalized citizens on hand to congratulate Rosemary on her achievement were SP Land Co. President O.G. Linde and Erik Stenstedt, manager-special energy projects. ☐

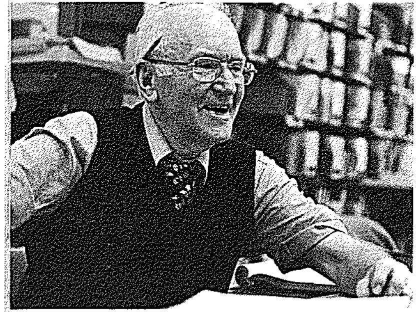


Photo: Bob Morris

55-Year Anniversary

Owen McGough, *head clerk for Central Collections in the Accounting Department at San Francisco, celebrated 55 years of service with the company in March. He joined SP's freight office in San Francisco and has worked in the city throughout his career. At 73 years of age, he's got enough energy to run circles around his co-workers and no definite plans for retirement.* ☐

Retirements

GENERAL OFFICE, SAN FRANCISCO: E. R. Anderson, *assistant general claims agent;* **J. L. Betz,** *assistant to treasurer;* **D. L. Schultz,** *timekeeper;* **L. W. Sloan,** *assistant vice president-Labor Relations;* **J. A. Thurman,** *investigator.*

LAFAYETTE DIVISION: L. C. Thomas and **L. Williams,** *laborers.*

LOS ANGELES DIVISION AND REPAIR PLANTS: J. L. Kennon, *assistant general foreman:* **M. F. Pando,** *laborer:* **M. L. Snyder,** *telephone operator.*

OREGON DIVISION: J. D. Campoy, *locomotive engineer;* **A. E. Davies,** *motor car mechanic;* **C. A. Dunivin,** *signalman;* **H. D. Martell,** *car inspector;* **E. A. Martinez,** *driller;* **B. B. Schultz,** *diesel mechanic foreman.*

SACRAMENTO DIVISION AND REPAIR PLANTS: W. F. Bethmann, *electrician;* **W. R. Godwin,** *wire chief-clerk;* **M. H. King,** *locomotive engineer;* **J. Sabala,** *machinist;* **H. M. Smith,** *conductor;* **C. A. Williams,** *laborer.*

SAN ANTONIO DIVISION: L. A. Boone, *B&B foreman;* **B. A. Broaddus,** *conductor;* **D. S. Ford** and **B. V. Lowry,** *locomotive engineers.*

SAN JOAQUIN DIVISION: E. F. ROSS, *crew dispatcher.*

TUCSON DIVISION: C. W. Casey, *locomotive engineer;* **G. D. Gwyn,** *brakeman;* **M. Q. Pereyda,** *machine operator;* **R. N. Pride,** *motor truck operator;* **H. W. Ryan,** *locomotive engineer.*

WESTERN DIVISION: D. P. Brewer, *switchman;* **P. F. Coscarelli,** *claims inspector;* **L. F. DeFisher,** *carman;* **R. Idle,** *locomotive engineer;* **J. McIntyre,** *car inspector;* **R. M. Medina,** *laborer;* **W. Waskom,** *carman.*

COTTON BELT: ***Pine Bluff Division:*** **J. P. Dixon,** *cashier;* **J. Rodgers,** *general clerk;* **J. L. Sullivan,** *carman.* ***Kansas City Division:*** **R. M. Ross,** *switchman;* **H. G. Oliver,** *regional sales manager.*

NORTHWESTERN PACIFIC: S. S. Anderson, *car inspector;* **J. W. Dishong,** *brakeman;* **J. L. Musgrave,** *crane engineer.*

OTHERS: S. E. FINDLEY, *supervisor terminal operations, PMT, Los Angeles;* **B. R. Stevens,** *special assistant, PMT, Oakland;* **K. Kendall,** *account executive-Traffic, New York.*

Phoenix Retirees

Getting together June 4 at 12:30 p.m. at the Elks Club in Scottsdale are SP retirees in the Phoenix area. For more information contact either Brad Brown at (602) 966-2689 or Bert Moore at (602) 956-0163. The June meeting will be the group's first. ☐

Lee Sloan Retires

Lee W. Sloan, assistant vice president-labor relations at San Francisco, retired recently after nearly 45 years of service with the company.

More than 40 years of Sloan's career was spent handling both local and national labor relations matters. ☐

Deaths

DALLAS DIVISION: Pensioner: **R. H. Baasen,** *laborer.*

GENERAL OFFICE, SAN FRANCISCO: Pensioners: **L. E. Henslee,** *laundress;* **K. L. Farley, J. A. Kearney** and **A. D. Pearlman,** *clerks;* **M. G. Pettis,** *cost engineer;* **E. C. Poole,** *manager-bureau of transportation research;* **A. Wickman,** *special assistant-Treasury;* **M. L. Wallace** and **T. C. Williams,** *clerks.*

HOUSTON DIVISION AND REPAIR PLANTS: Pensioners: **R. Bass,** *boilermaker helper;* **C. Blount,** *laborer;* **E. L. Bull,** *special accountant;* **R. H. Cochran,** *locomotive engineer;* **H. L. Frost,** *machine operator;* **J. T. Grubbs,** *foreman;* **J. H. Hammett,** *agent-telegrapher;* **J. W. Heaton,** *engine foreman;* **L. R. Hillyard,** *mechanic;* **E. A. Kerr,** *clerk;* **O. A. Miller,** *yardman;* **C. Smith,** *laborer;* **L. Stewart,** *machinist;* **J. O. Windon,** *baggage porter.*

LAFAYETTE DIVISION: A. Allen, *locomotive engineer.* Pensioners: **H. F. Garrett,** *clerk;* **F. Hoffpauir,** *foreman;* **E. O. Schexnayder,** *laborer.*

LOS ANGELES DIVISION AND REPAIR PLANTS: W. H. Davis, *switchman;* **J. C. Sidner,** *switchman;* **W. Yates,** *electrician.* Pensioners: **W. A. Alexander,** *locomotive engineer;* **J. A. Baumer,** *foreman;* **A. A. Blankenship,** *chef;* **J. M. Crawford,** *locomotive engineer;* **P. L. Crossley,** *machinist;* **A. D. Delacour,** *electrician;* **S. C. Elizarraraz,** *lamp maintainer;* **J. M. Endersbe,** *crane operator;* **E. E. Etchegon,** *locomotive engineer;* **J. Q. Figueroa,** *laborer;* **H. Gray,** *train attendant;* **F. H. Lilyroth,** *agent-telegrapher;* **J. Martinez,** *laborer;* **P. S. Martinez,** *store helper;* **R. C. Milnes,** *dispatcher;* **E. H. Perez** and **C. J. Pough,** *laborers;* **R. E. Shine,** *clerk;* **M. Tager,** *locomotive engineer;* **M. A. Tyndall,** *supervisor of car service;* **P. G. Youngblood,** *electrician helper;* **J. Vander Zee,** *clerk.*

OREGON DIVISION: A. L. Ardito, *freight carman;* **D. S. Martinson,** *conductor;* **L. G. Benedict,** *yardmaster.* Pensioners: **E. P. Creason** and **E. M. Danielson,** *locomotive engineers;* **E. M. Holmes,** *bridge tender;* **L. M. Lenihan,** *yard helper;* **R. W. Love,** *conductor;* **C. C. Thomas,** *car inspector.*

SACRAMENTO DIVISION AND REPAIR PLANTS: K. O. Johnson, *electrician.* Pensioners: **W. O. Aldrich** and **S. Andreozzi,** *carmen;* **S. T. Arnold,** *conductor;* **P. Beale** and **R. E. Courtney,** *machinists;* **C. Carr,** *crane foreman;* **H. W. Christensen,** *foreman;* **R. W. Fowler,** *car inspector;* **V. G. Haro,** *lift truck operator;* **W. R. Hart,** *locomotive engineer;* **H. F. McIver,** *electrician;* **H. M. Pugh,** *foreman;* **L. M. Reyes,** *painter;* **W. H. Richards,** *water service mechanic;* **H. D. Saviers,** *car foreman;* **H. Scheiber,** *boilermaker;* **C. W. Schneider,** *electrician;* **L. H. Schwandt,** *locomotive engineer;* **J. P. Wedge,** *section stockman.*

SAN ANTONIO DIVISION: D. L. Garth, *sheet-metal worker;* **W. A. Tomlinson,** *locomotive engineer.* Pensioners: **Y. Gelacio, J. Herrera** and **P. G. Pinon,** *laborers.*

SAN JOAQUIN DIVISION: W. S. Norris, *brakeman/switchman.* Pensioners: **F. Baptista,** *foreman;* **V. H. Hansen,** *car inspector;* **W. A. Kodman,** *machinist.*

TUCSON DIVISION: A. Romero, *freight carman.* Pensioners: **F. W. Breach,** *machinist;* **C. R. Diaz,** *carman;* **J. I. Duran,** *laborer;* **S. E. Dutton,** *switchman;* **M. L. Daves** and **J. Martinez,** *clerks;* **R. A. Palomino, F. Ramirez** and **C. Romero,** *laborers;* **A. V. Shahan,** *brakeman;* **O. E. Spaw,** *conductor;* **W. S. Wiggins,** *locomotive engineer.*

WESTERN DIVISION: G. C. Hewlett, *switchman;* **R. J. Robinson,** *multiple rail grinder operator.* Pensioners: **J. W. Bigham,** *freight carman;* **C. B. Clerici,** *foreman;* **E. C. Cochran,** *locomotive engineer;* **H. L. Emeldi,** *signalman;* **G. F. Fluker,** *yardman;* **V. W. Fraser,** *locomotive engineer;* **S. Garecht,** *foreman;* **H. B. Hatter,** *switchman;* **F. J. Hicks,** *lead car attendant;* **T. K. Holl,** *steamer steward;* **D. Hudson** and **F. Keri,** *machinists;* **N. H. Johnson,** *assistant captain;* **P. Kinchen,** *track walker;* **N.A. Limperes,** *pipefitter;* **J. S. McGovern** and **E. V. Morgan,** *clerks;* **A. R. McElmurry, J. M. Roche** and **C. C. Sharer,** *locomotive engineers;* **F. J. Santuccio,** *foreman;* **F. J. Vargas,** *agent-telegrapher;* **R. L. Walls,** *coach cleaner;* **J. A. Wood,** *locomotive engineer;* **F. H. Wrigley,** *clerk.*

COTTON BELT: H. C. Wilcox, *brakeman/switchman, Pine Bluff Division;* **D. L. Bowman** and **C. E. Dark,** *locomotive engineers on Kansas City Division.* Pensioner: **W. L. Burrage,** *clerk.*

OTHERS: Pensioners: **G. S. Clark,** *agent-telegrapher, SD&AE;* **T. Hargreaves,** *claim inspector, Portland Traction;* **L. L. Tomme,** *district freight and passenger agent, Shreveport;* **A. L. Borden,** *carman and* **E. Locati,** *blacksmith, both with NWP.*

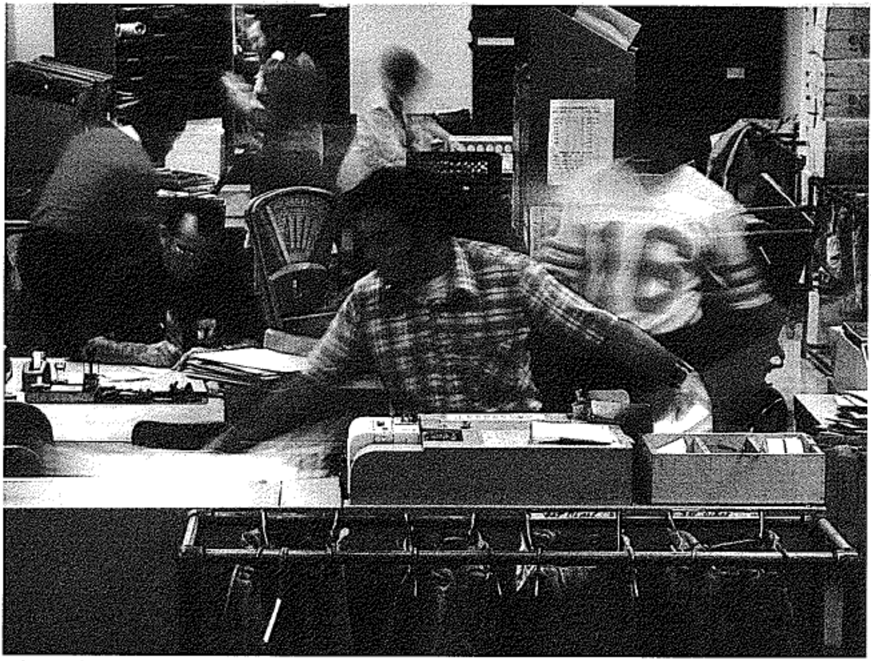
R. M. Gilmore Dies

Robert M. Gilmore, retired general passenger traffic manager at San Francisco, died in Fresno on March 19. He was 82.

Gilmore, who retired in 1964 after 48 years with the railroad, was in charge of all passenger sales and service, mail baggage and express, and the dining car department.

He accompanied many VIPs along the railroad's lines, including Presidents Hoover, Roosevelt, Truman and Eisenhower on their historic whistle-stop campaign trains throughout the West.

During World War II he supervised military passenger movements on the west coast and served as a civilian transportation consultant to the Fourth Army and Western Defense Command. ☐



Sort, weigh, tie, sack, deliver. The Central Mail Bureau in San Francisco handles about 1.5 million pieces of mail each year. Anthony Sammut (foreground) operates the postage machine, Jim De La Fuente (right) weighs oversized envelopes, Chief Clerk Dick Healy (seated) coordinates the operation, Walter Cahee (red shirt) loads mail for delivery to SP's offices at Brannan and Mission Streets, and Ty Yurgelevic, Bill Luque and Anna Ingebretsen (background) sort incoming mail.

Photo: Jim Hildreth

It's in the Mail

Chief Clerk Dick Healy estimates that about 1.5 million pieces of mail each year are handled by the Central Mail Bureau at the General Office. That's more than 6,000 packages, letters and interoffice envelopes every day. The postage bill for our one-ounce letters and pound-heavy packages adds up to about $48,000 a month.

In addition to sorting the incoming mail, the 10-person staff provides expert information on how to get mail to its destination safely, on time and at a minimum cost to the company. Considering the complex categories of mail—certified, registered, bulk, sealed, and unsealed—plus an array of specialized delivery services that are also available, the personnel in the Mail Bureau do an excellent job of sorting through the various rules, regulations and schedules to find the service to meet each need.

"Most mail is handled by the U.S. Postal Service," Healy says, "although some of it goes by railroad or air express. We have special overnight service to six locations on the system."

The mail room opens early and closes late. There's always someone on hand to take care of that special letter that has to get to its destination as soon as possible. "People depend on the mail. Here in the General Office they look to us to speed the delivery," Healy says. "Whatever's in that envelope is important, and we know it. We do our best to ensure its prompt delivery."

Often they do more. They come through in the pinch—yet seldom get the praise they deserve. This is a salute to the personnel in the Central Mail Bureau, and their counterparts throughout the system, who help us communicate. ☐

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